



TRANSPORTATION

Transportation Criteria Manual Update

Urban Transportation Commission

April 4, 2022

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Why Did We Update the TCM?

- Most recent major TCM update was conducted in the '1980s
- Current TCM does not reflect current best practices or City of Austin design standards
- TCM waivers are often needed to achieve modern design
- Confusing document layout is difficult to utilize
- Updated analyses and design criteria are needed for development review efficiency and predictability

Main Goals

- Provide a foundation or starting point for transportation related engineering design decisions
- Formally incorporate The American Association of Highway and Transportation Officials (AASHTO), the National Association of City Transportation Officials (NACTO), and the Institute of Transportation Engineers (ITE) criteria
- Reflect Austin Strategic Mobility Plan (ASMP) goals
- Provide flexible design guidance for constrained conditions on established streets
- Prioritize safety and promote sustainable modes (pedestrians, bikes, transit, etc.)
- Include criteria to implement the Street Impact Fee (SIF)

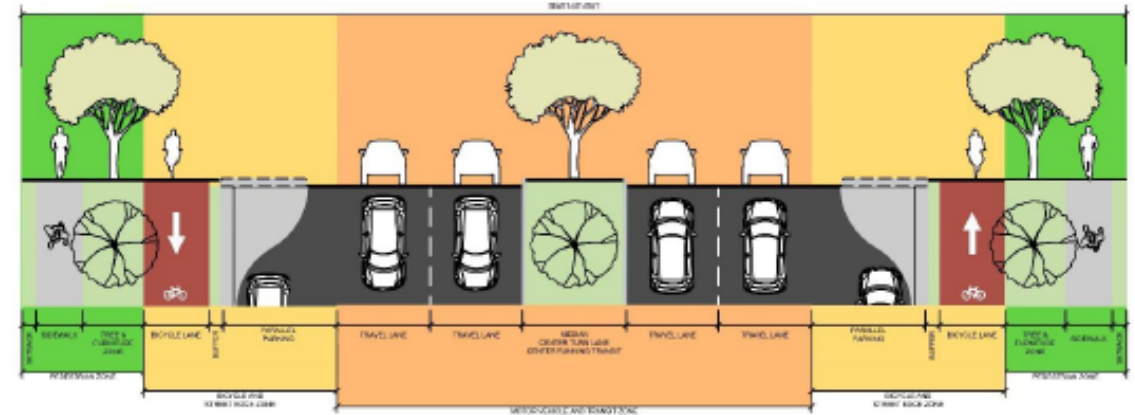
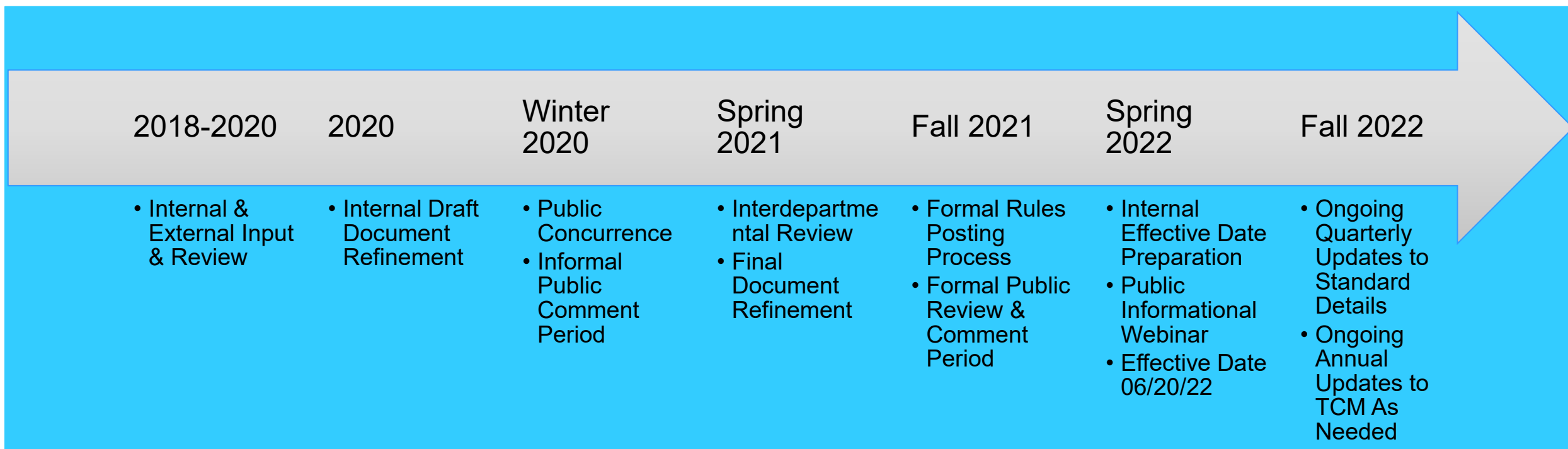


Figure 2-10 – All Street Zones





Project Timeline: 2017 to Present



2017



2019



2020



Public Feedback – Key Themes

Street Cross Sections & Street Trees

Pedestrian & Bicycle Safety

Geometric and Pavement Design

Driveways, Parking & Loading

Transportation Impact Analysis

Clear Waiver Process & Definitions



Summary of Key Changes to the TCM

• Modernizes Street Design

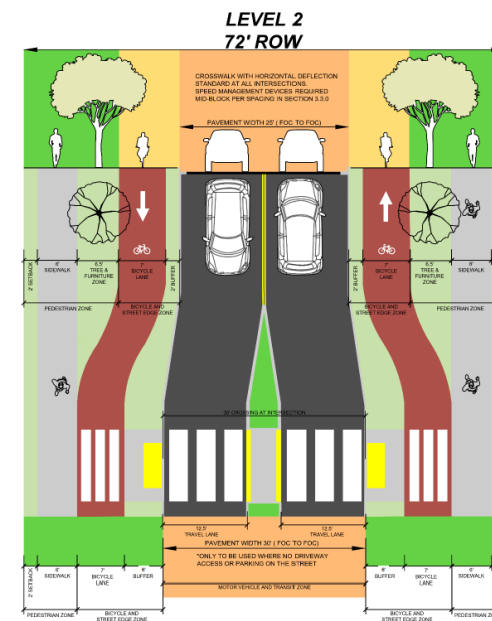
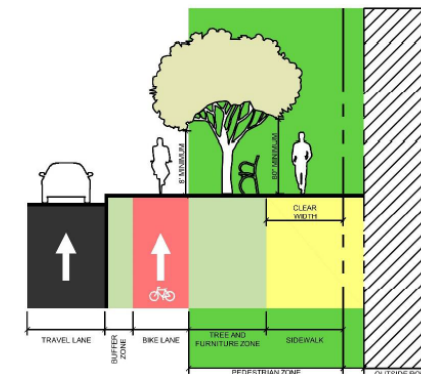
- Narrow street cross sections which are designed for safe vehicle speeds
- Smaller curb return radii to slow cars down at ped/bike conflict points
- Safer street and driveway crossings for peds, bikes, and transit users
- Includes street trees in required street cross sections
- Aligns with policies & goals of ASMP, Vision Zero, and national best practices

• Flexible and Context Sensitive Design

- Innovative flexible design guidelines responsive to context and constrained conditions
- Provides clear design understanding for the user intended for predictable outcomes
- Provides guidance for retrofit conditions
- Reduces the need for waivers & variances to simplify the development review process

• Raised Bike Lanes

- Standardized raised bike lanes are required based on best national safety practices; also supported by many local bike advocacy groups
- Separates cyclists from vehicles to provide for safety and to increase bike mode share



ALTERNATE BACK OF CURB CONFIGURATION

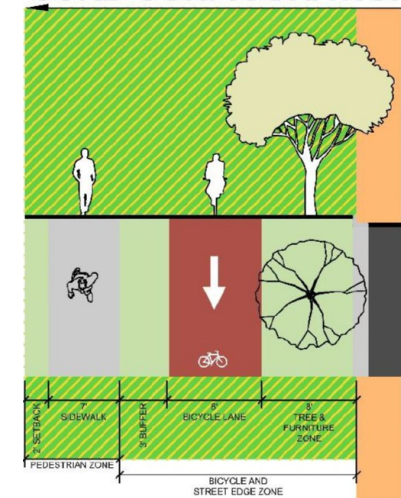


Figure 2-17 – Level 2 72 ft Street

Summary of Key Changes to the TCM

• Updated Pavement Design Criteria

- Intended to lead outcomes that improve pavement design practices & performance
- Reduced maintenance costs
- Aligns with national best practices and incorporates regional efforts

• 2-Tiered Transportation Impact Analysis (TIA)

- Aligns with recently adopted Street Impact Fee (SIF) Ordinance
- Includes Transportation Demand Management to align with ASMP 50/50 mode share goals
- Changes made in response to development groups including DAA, RECA etc.
- Negates the need for smaller developments to employ expensive TIA analysis
- Ensures efficiency and provides predictability, certainty, equity, and transparency to the development community and citizens of Austin

Current TCM

All Developments
(2,000+ Daily Vehicle
Trips)
Full TIA

Updated TCM



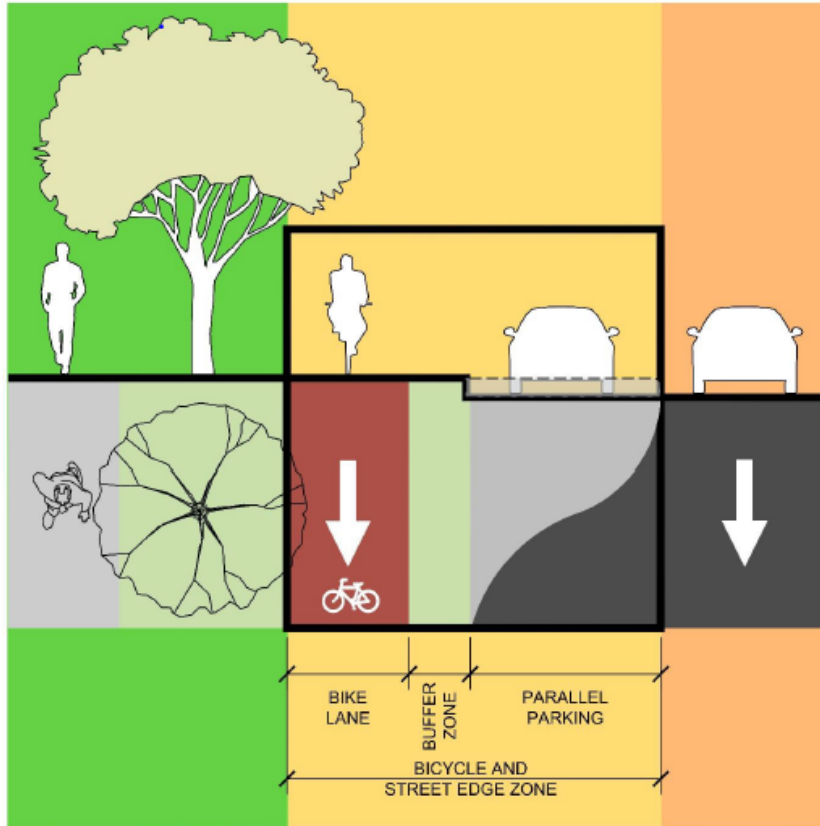
Small Developments:
Small TIA



Larger/ Regional
Developments: **Full TIA**

Next Steps

- Provide project updates to Boards & Commissions, April 2022
- TCM Public Stakeholder informational webinars May/June 2022
- Implementation: effective date of the updated TCM: 6/20/22 to coincide with the effective date of the Street Impact Fee Ordinance
- TCM: A living document; needs to be updated periodically. Includes quarterly updates to Standard Details & annual updates to the TCM document as needed



THANK YOU



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